

COMMERCE BODY ADOPTS KALIH CHANNEL PLANS

Proposed Government Project For Creation of Greater Honolulu Harbor Is Approved

Chairman Forbes Sets Out Reasons Why Improvement of Post Is Imperative

(From Thursday Advertiser.)

Honolulu harbor's present congested condition, its impending days of far greater maritime activity, with the opening of the Panama Canal and the cessation of the European conflict, were considered yesterday and taken into consideration when the maritime committee of the chamber of commerce put its stamp of approval upon a map for the proposed government project which would mean a greater Honolulu harbor—the extension of Kalih channel, as it is known.

The Kalih extension channel calls for a channel 1000 feet wide and 1000 feet long, with a bulkhead about 3200 feet in length.

The present plan differs materially from one outlined in August by the chamber of commerce, which was for the extension of the harbor up to Kapalama basin. The present plan is to go only part way up the channel, which, it is demonstrated, would make it possible for the largest ships coming here to turn around in, and would cost a great deal less to complete.

Having approved the map, the committee is now anxious to prove to Washington that the project is one desired by the community at large, and not only by a few individuals or one or two civic organizations.

Charles R. Forbes, superintendent of public works and chairman of the harbor commission, sent a communication to the Governor yesterday dealing with the conditions which make the need of the Kalih extension imperative. In his letter he declares that with the completion of the contemplated \$200,000 Fort Street wharf, all available space for wharf purposes will be in use. He says that the proposed extension of Kalih will necessitate the removal of quarantine wharf. This, however, should not be a stumbling block, he says, as Lieutenant Colonel Bromwell has informed him that the wharf is to be removed.

The following is his letter to the Governor: "We herewith hand you a plan and set of photographs showing the proposed Kalih channel extension and the congested conditions of our wharves. We respectfully request that you confer with the department engineer officer, Lieutenant Colonel Bromwell for the purpose of placing the facts before him and request that he should cooperate with us in presenting to the board of engineers, for rivers and harbors at Washington, D. C., the imperative need of this immediate improvement.

"In former days, it was possible to moor a certain number of vessels in the stream when the wharves were congested, but even that accommodation is restricted now from the fact that there is no room in the harbor to safely maneuver an increased commerce. Lack of berthing facilities for the increasing number of large steamers continuously calling at this port proves conclusively the necessity of having additional harbor space and wharves.

Available Space Taxed. "All the available space at the wharves is being taxed to its utmost and at the present time, we are designing a reinforced concrete wharf to be built at the foot of Fort Street that will cost \$200,000 and with its completion, all the available and limited space for wharf purposes will be in use and it will be absolutely impossible for us to provide any further wharf accommodations for immediate or even future use. We believe that the solution of the problem lies in the dredging of Kalih channel, as per the plan submitted to you. With this improvement, we would have additional wharf space and accommodation for our present commerce. As you are aware, we are now barely able to accommodate the regular vessels making this port, including transoceanic liners en route to the Orient, all of which are on schedule time and depend upon prompt dispatch to maintain their service.

"This proposed extension of Kalih channel will necessitate the removal of quarantine wharf and Lieutenant Colonel Bromwell informs me that this wharf is to be removed.

Removal of Lighthouse. "You will also notice from our plan that we recommend the removal of the present lighthouse to a point further to the southward of its present location and with that area dredged, it would afford more harbor space and eliminate all possibility of vessels touching the wall around Sand Island when backing out of their slips, as was the case of the S. S. Tenyo Maru, July 2 of last year.

"You will also note that our recommendation is for a channel 1000 feet wide and 1000 feet long and with that portion of Sand Island dredged, we would have a bulkhead wharf approximately 3200 feet in length.

All Trade Greatly Increased. "We would mention again that on August 30, 1914, the chamber of commerce of Honolulu made a report on the extension of Honolulu harbor to the Kapalama basin, and the governor prepared a map showing the maneuvering areas required by vessels. These data show in detail the growth of shipping in the harbor since 1905. Not only all the imports and exports have increased, but the inter-island trade has also increased. This report shows that even port or deep sea vessels in the

NEUTRALITY RULES FRAMED FOR CANAL

Hospitality To Belligerents Is Strictly Limited and Fighting Ships Kept Apart

President Wilson's proclamation intended to safeguard the neutrality of the Panama canal zone, just completed and made public, extends the prohibition to aircraft, public or private, or belligerent powers, which are forbidden to rise from or descend upon canal zone territory or to pass through the air-space above the land or water of the zone. It also forbids any use of the wireless telegraph by belligerent vessels within zone jurisdiction except on business in connection with the canal.

Accompanying the proclamation is an agreement between the state department and the minister from Panama, E. A. Morales, concluded October 10. It provides that hospitality extended in the waters of the Panama republic to a vessel in its service of a belligerent power shall serve to deprive such vessel of like hospitality in the Panama canal zone for a period of three months.

Belligerent powers are forbidden by the proclamation to embark or disembark troops, war munitions or warlike material in the zone, except in case of necessity due to accident. Belligerent vessels are not to remain in the canal zone territorial waters longer than 24 hours at a time except when in distress, and the old requirement of 24 hours between departures of opposing belligerent ships is retained.

Only in case of actual distress and to make a vessel seaworthy may the United States repair facilities and docks be used by belligerent ships, and the work must be done speedily under supervision of canal authorities.

Except by special arrangement, there shall not be at any one time more than three war vessels of any one nation, including those of allies, in either territorial port or in adjacent territorial waters or more than three such vessels in transit through the canal, or more than six at one time in all the territorial waters of the zone.

When opposing belligerent ships are simultaneously present, the 24-hour rule of departure must be observed between them, order of departure to be determined by order of arrival except where circumstances dictate otherwise.

Passage through the canal is to be accorded only on sworn assurances by commander of observance of rules. Belligerent ships are not to revictualize or take on coal except as may be strictly necessary. Prizes of war are to be governed by the same rules.

harbor have increased from 333 in 1907 to 422 in 1914, and this in face of the present requirements for greater tonnage and larger boats. This report shows that the commerce curve for Honolulu is rapidly rising and we have no reason to believe that from now on there will be any radical or violent change in this direction.

Assuming that some change of commercial conditions should prevent further increase of trade in Honolulu and that the commerce curve remains at its present point, even so, the harbor can scarcely handle the present traffic. Extra boats, or boats which arrive on the same day, are sometimes troubled to find available berths. We have twenty-two berths, of which only ten are under the control of the board of harbor commissioners, or the Territory. In this way, when a large vessel must deliver or take on from 1000 to 2000 tons of freight in one day, it is necessary to have ample and commodious wharfage, and at present, Honolulu harbor does not contain sufficient accommodation for the present commerce.

Two World Factors. "There are two world factors which will have a decided effect on Honolulu. These are the opening of the Panama canal and the hostilities in Europe. With the advent of commerce through the Panama canal, Honolulu will offer a convenient place for water, coal and general supplies. It is scarcely probable that all of the Panama vessels, making the long journey of the Pacific, there will not be at least a portion which will find it advantageous and convenient to make the port of Honolulu, either for necessary supplies, repairs, or as a port of call on a regular or irregular run. Even now, we are informed that there are twelve vessels headed for Honolulu as the Panama canal. But at present, we are scarcely able to accommodate the regular traffic, without the Panama trade. With the average increase of trade in Honolulu, as has been experienced for the past five years, we find ourselves in a position of being unable to care for the Panama trade or to even satisfactorily dispose of the expected normal increase.

Effects of European War. "The world factor of Europe must have some important effect on American commerce. The European war of 100 years ago created America's merchant marine. The present war may revive it, and in any case, must certainly encourage American shipping. How much Honolulu will benefit from this is problematical, but it is inconceivable that her port tonnage would be decreased by such an event.

"There are several vessels under the English flag of the Canadian-Australian

MODEL COMPENSATION LAW IS SUGGESTED FOR HAWAII

INSURANCE EXPERT SUGGESTS THAT BEST FEATURES OF METHODS IN VOGUE IN EUROPE BE ADOPTED HERE

Following is the third of a series of articles on Workmen's Compensation laws being written expressly for The Advertiser by an insurance expert in Honolulu:

The enactment of compensation laws is in accord with a world-wide movement and the European countries were the first to adopt such laws. From the beginning it has been regarded as very essential that the payments be certain as well as prompt and reasonable. To make the payments certain various methods have been pursued, and chief reforms over the old liability laws have been to this end.

As our American laws are all modeled after the foreign laws with modifications, consideration of the foreign laws and their application will give an idea as to the features derived therefrom and incorporated into our laws.

Eliminate Bad Features. Should a certain feature prove disadvantageous under a foreign law, it is equally certain that it will so prove under an American law, and it is desirable that it be eliminated from the proposed Hawaiian law.

That which is desirable under any other law should be appropriated by us, excepting so far as the different conditions would render it repugnant or undesirable.

Written on the subject usually classify the different laws in accordance with the method provided for making the payments certain, so that there are the following divisions:

First—Simple liability laws, without provision for assuring the payment of compensation to the employee.

Second—Compulsory insurance of compensation in mutual organizations, specially organized for that purpose.

Third—Compulsory insurance in a fund maintained by the State.

Fourth—Compulsory insurance for the payment of compensation in various other forms.

An Ineffective Plan. Under the first form the employee is given the bare right to recover a scheduled sum for his injury. In reality this is a modification of the old liability law, for the employee had such right before the new law was enacted, and for his new right of abrogated common law defenses he paid by surrendering his right to damages.

This plan is followed in but five of our States, and has been proven to be ineffective, and already movements are on foot in those States to amend it. It does not remove the possibility of want from the injured employee or his dependents, nor the possibility of his family becoming paupers. It merely gives him a right to recover, usually after the same long and vexatious delay that was common under the old law. What the employee needs is something more substantial than a bare right.

It does not serve the public for its losses conditions the same as they were before its enactment.

This form of law is of no benefit to the employer, for it saddles a cost on the honest and responsible employer that his dishonest and irresponsible competitor may evade in the same manner as all other liabilities are avoided.

Would Be a Mistake for Hawaii. The plan regularly schedule for Honolulu, but owing to the hostilities, these vessels have not made Honolulu a port of call, but upon the cessation of the war, they will again be placed on their regular schedules.

Method of Expansion. "The solution of a congested harbor is its expansion and improvement. The harbor board has under way large projects for improving their wharves and their facilities for handling freight. In the past two years, they have planned many things and constructed and improved wharves and shipping facilities.

"It is necessary now to look for further area in order to provide for a future that cannot be avoided. In presenting to you our plan of the Kalih channel extension, we consider,

"Is that this is the only direction in which the harbor can be extended.

It would be a mistake for Hawaii to adopt such a law as the small employers of labor would not be able to meet the payments, and the large employers would have to bear the whole cost of its operation. A judgment under such a law would be just as hard to collect as a judgment under any other law.

In the case of a large contractor he would be forced to provide for such payments in making his bid, a cost that the irresponsible contractor would not have.

So that the bare right to compensation would be here, as it has proven elsewhere, a failure, defeating the two chief purposes of compensation laws, prompt and certain compensation.

If we are going to have a compensation law in Hawaii, it must be one that will be in accord with the trend of American laws and public opinion, and one that will effectively accomplish the purposes for which it is drawn. The only laws that have met these requirements are the ones that provide that the injured employee will get certain and prompt settlements, and that the employer will be able to pay them, or that someone will be able to pay for the employer.

Should Provide Insurance. The only manner in which this can be accomplished is by providing insurance to the employee, whether it is by requiring all employers to furnish proof of their financial ability to meet payments or to take out insurance in some state fund, mutual association of casualty company.

As most of our States and most of the foreign countries have such provisions, it is most likely that such a feature will appeal to the Hawaiian legislators, and that our law will contain a similar provision.

The question narrows down as to what is the best form of providing this insurance. The advocates of each form have advanced strong reasons for their particular form, and our legislature must give this feature particular consideration. Much has been written on this subject and is available to us, and it is the most important feature of compensation laws.

It is on this point that the interests of compensation and insurance merge, and it is here that we must give thought to our existing laws on the question of insurance. Billions of dollars have been collected by insurance companies and billions have been disbursed to their policyholders.

Costly Mistake Made. Many years and much money have been spent on financing experiences, hazards and rates, and experts on the subject are highly paid, still costly mistakes have been made and many companies bankrupted. Hawaii and her people cannot expect to be more successful in operating her insurance than the insurance companies, with all their costly equipment.

The total insurance of the employees of Hawaii will run above one hundred million dollars, and as that is the hazard some idea of the possibilities of loss may be estimated. In whatever manner Hawaii decides to deal with this problem its importance and dangers must be considered.

"22. That the channel should be widened at the harbor end as shown on the plans.

"23. That the channel should be 1000 feet in width.

Construction By Units. "4th. That the construction of this work can readily be performed by units and that practically the full benefit of the completion of one unit can be appreciated and utilized now by the Honolulu commerce.

"We consider it entirely feasible on the completion of the proposed work, as shown on the plans, to construct a bulkhead wharf on the long side where the present quarantine wharf now stands and this wharf be connected by a road to the city."

KOREANS NOT TO ASSIST JAPANESE

Editor Park of National Herald Speaks For Countrymen On This Subject

(From Thursday Advertiser.)

That Honolulu Koreans will not be among the people of "other nationalities" to aid local Japanese in forming the so-called Japanese Association of Hawaii; that the sons of the now vanished Hermit Kingdom will not be among those expected to aid Japanese in "pulling the chestnuts out of the fire," and that local Japanese agitation, "in trying to compel the American government of Hawaii to come to their terms, does not agree with the statement that they 'sincerely hoped to build up an Americanized Japanese community in conformity with every American idea,'" are views held and expressed in a letter to The Advertiser by Young M. Park, editor of the Korean National Herald. The letter follows:

Editor Park's Letter.—In regard to an association organized by the Japanese in Honolulu as a result of the mass meeting recently held in Asahi Theater, I have a word to say in order to express our Korean side of the view.

"The Koreans being a peace-loving people, do not wish to 'butt in' and get mixed up with somebody's organization or disorganization. We Koreans do not care to know what principles or doctrines the Japanese association or associations should set forth. So long as the Japanese should talk for themselves, without touching our interest either one way or the other, we would have nothing to say, even if they should organize such an association anywhere and everywhere.

"But when they talk about other nationalities, including the Korean as they do know, I want to tell them that Koreans will take care of themselves. Koreans are already tired of Japan's wrongs and abuses in their homeland, and they would like to be exempt from them when abroad. If the Japanese want to have Koreans lined up with them in their protest against the American people in Hawaii, Koreans want to know what they will be led into.

"Some Americans blame poor innocent Koreans for certain mischiefs done by Japanese. Even in Germany some Korean students are treated as enemies of Germany because of the Japanese. Everywhere they go the Japanese usually arouse public sentiment against themselves through their aggressive and arrogant measures, thus making everybody their enemy. When they make enemies all round they can protect themselves and their interest, as they have the power to do so. But the poor, peace-loving Koreans generally suffer most for the ill-behavior of Japanese, as they have no protection for themselves.

"The question of a Japanese aviator, for instance, which seems to have led to a mass meeting and to the organizing of a Japanese association, does not appeal favorably to our sentiment at all. And, of course, we do not wish to be used as somebody's weapon. In our opinion it is no 'surprise to the people of Honolulu to hear that a mass meeting has been held by the Japanese residents of the city to protest, because we learned long ago from our own experience that that would be exactly what Japanese would do when they could, but it is rather a surprise to know that the Washington government has given them permission to fly over a fortified city in time of war, Japan being one of the warring nations.

"One of the Japanese editors is reported to have said that the attitude assumed by Governor Pinkham in not allowing a mass meeting to be held in Honolulu is a flagrant testimony as to how ignorant is the government's chief executive on our sincere attitude maintained towards the government and the good works we are doing among the people. To us it is a question whether it is the ignorance of the Governor to refuse, or the ignorance of the Washington authorities to give the permission to the Japanese aviator to fly over Honolulu at this particular time.

"The fact that Governor Pinkham has refused to allow the flight must have been a sad disappointment to the Japanese residents of this city, who had evidently expected to get anything and everything they wish. But it must be remembered that trying to compel the American government of Hawaii to come to their terms does not agree with the statement that they 'sincerely hoped to build up an Americanized Japanese community in conformity with every American idea.'

"YOUNG M. PARK." Japanese Confer With Attorney A number of Japanese, probably acting as a committee, were in close conference late yesterday afternoon with Attorney J. Lightfoot, and the belief became current that the meeting had some connection with rumors of agitation in a new movement along the "higher wage" line.

Efforts to learn the exact nature of the conference proved futile, and a request for information was met with the terse but polite answer that the business under discussion was of a nature that would not permit it to be divulged at the present time.

"We cannot make public at this time what our business with the attorney is," said J. Murata, apparently acting as spokesman for the other Japanese, "but in a day or so we will not be averse at all to talk to newspaper men about the situation."

WILLIAMS-DOW WEDDING. At a pretty and yet simple wedding ceremony performed by Bishop Henry Bund Restarick, assisted by Rev. Leopold Kroll, which took place at eight o'clock last night in St. Andrew's Cathedral, William E. Williams and Miss Mary Ann Dow, both of Honolulu, were made husband and wife.

CIVIL SERVICE BOARD IN ROW WITH SHERIFF

Another Scene In Farce Comedy Over "Too Bad Jack" Is Enacted

After Tumultuous Session Matter of Eligibles Is Referred To City Attorney

(From Thursday Advertiser.)

Another scene in that farce comedy, the Honolulu Civil Service Commission versus Charles H. Rose, city and county sheriff, was staged last night at a meeting of the commission in the city hall. The cause of it all—"Too Bad Jack"—Kalakala—sat quietly in a corner with his hands folded, with a smile on a frown to ripple his placid countenance, looking for all the world like the harvest moon. He was going to be appointed sheriff's clerk, and protect the sheriff's interests, as ordered by Rose's \$10,000 bond.

Battle Rages All Round. All around him raged the eddying whirl of the smoke of battle. He was going to be appointed sheriff's clerk, and protect the sheriff's interests, as ordered by Rose's \$10,000 bond.

First Peter Baron, tenderfoot member of the commission, discharged his heavy artillery, and Jesse T. Makani threw in a bass rattle or two. Attorney W. T. Rawlins, appearing before the board in the interest of two men on the eligible list for appointment to the vacant clerkship under discussion, rose and expatiated long and loud upon the merits of his contention. He finally "got the goat" of Commissioner Makani, who tried to drown him out and had to be called to order by the chair. This stage of the proceedings was highly amusing.

Sheriff's Letter Is Read. The meeting opened with the reading of a letter submitted by the sheriff in which he gave his reasons for objecting to the five men whose names were submitted to him for the selection of a clerk. They were all incapable of filling the position, he said. Some were merely unfortunates. They were William Sims, the sheriff's own brother-in-law, whose habits were not to the sheriff's liking; Lang Akana, who may yet be tried in the circuit court for beating up a man whom he caught swiping prickles from the tree in his own yard; W. L. Kwakke, who gambled and assaulted and battered somebody, for which he was convicted and released under suspended sentence; P. V. Knudsen, who passed a satisfactory civil service examination well up towards the top of the list, but whom the sheriff had learned was once discharged from a bookkeeper's position for incompetency; and John H. Anney, who had only "general clerical experience" of a dozen years or so. He did not have the benefit of the experience of Jack Kalakala, who after actually working on the job five or six months, could only pass seventh on the list.

Baron Moves To Strike. Peter Baron moved that the names of Sims and Kwakke be stricken from the eligible list, and two other submitted. Rawlins vigorously objected, at very great length, not repeating himself more than three or four times on any one point. Makani became highly disgusted and everybody else bored. Rawlins persisted. When he had finished Baron attempted to make his original motion which Chairman Bodge refused to entertain on the ground that it was not in conformity with the rules or any powers possessed by the board. He had to finally rule Baron out of order. The latter, highly incensed, shouted that he was not to be gagged or barred by the chair and that he would take his appeal. He later thought better of it.

Baron made an impassioned appeal. The sheriff and commission should work together in harmony for the interests of the public. The sheriff, being under a ten thousand dollar bond, would want to be protected in the matter of selecting his subordinates. He thought the purpose of the civil service law was all very well, but that the rules could well be gotten around to fit this particular case. He also thought, the decision of the supreme court to the contrary notwithstanding, that the sheriff being elected by the people was a much superior authority to the civil service commission appointed by the mayor.

City Attorney To Decide. The chair refused to entertain any such ideas. He demanded that proper evidence of the truth of the allegations made by the sheriff be submitted, and intimated that it would be for the protection of all concerned, both the commission and the men eligible for the appointment, that the city attorney decide who, if anybody, should be removed from the list and how.

This was finally agreed to by all, and at the next meeting of the commission the required evidence will be called for. It appears that any of the men on the list wish to withdraw, or that any of them are unlawfully on the list by reason of having made false statements upon their application blanks, then the proper procedure will be determined. Thus the meeting ended.

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ARRIVES FROM CHILE

Taking every precaution against coming in contact with the German war vessels cruising about somewhere in the Pacific, presumably, the Japanese steamer Anyo Maru arrived here yesterday from Chilean ports. After submitting to a fumigation, the ship was docked at Pier 16. She has 2300 tons of nitrates aboard for Honolulu. The Anyo Maru left Iquique September 14, going from there to Callao, where she remained until November 5.

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